

APPENDIX F

Exception, Special Qualification, Service, Landing, and Approach Codes

F.1 EXCEPTION CODES

C - Correction to previously submitted data other than RECTYP 7D.

D - Deletion of previously submitted data other than RECTYP 7D.

E - Documenting flights when the crewmember and the aircraft are assigned to different organizations (RECTYP 7C only).

G - Gaining a crewmember to the squadron data base (RECTYP 7D only).

L - Losing a crewmember from the squadron data base (RECTYP 7D only).

R - Revision to crewmember personnel data residing on the squadron data base (RECTYP 7D only).

S - Documenting staff member flight time. Indicates an individual assigned to an approved DIFOPS billet on a CVW staff only. All other staff crewmembers shall use an exception code E when flying in aircraft assigned to a different organization than the one to which the staff crewmember is assigned (RECTYP 7C only).

T - Documenting simulator time. Simulator time only refers to approved simulators capable of logging flight time (RECTYP 7C only).

X - Documenting a canceled flight. A canceled flight is one for which no flight time is obtained (RECTYP 7B only).

F.2 SPECIAL QUALIFICATION CODES

A - ACFT CMDR. That individual designated as a qualified aircraft commander in the aircraft model being flown, serving as pilot in command (pilot assigned responsibility for the safe and orderly conduct of the flight).

B - OBSERVER. Performs in-flight duties as an observer and not actively engaged in the performance of the flight.

C - COPILOT. An assistant pilot or instructor who is positioned with access to the flight controls or is providing instruction to the pilot exercising principal active control of the aircraft. The copilot designation does not change even though the copilot may exercise principal control of the aircraft.

D - SAR CREWMAN. Performs emergency medical care functions assigned in support of search and rescue missions.

E - ECM. Performs in-flight duties related to electronic countermeasures.

F - FLIGHT ENGINEER/CREWCHIEF. Performs in-flight duties as a flight engineer. Is knowledgeable of all aircraft systems, emergency procedures, and flight equipment. Troubleshoots and repairs discrepant aircraft systems.

G - FLT ATTENDANT. Performs in-flight duties as a flight attendant dealing with passenger handling requirements, safety procedures, and equipment.

H - FLT SURGEON AEROMEDICAL OFFICER. That individual designated as an Aeromedical Offi-

cer flight surgeon. This individual may collect FPT or CPT as defined in Chapter 11 if all specified conditions are met.

I – INSTRUCTOR. Performs in-flight duties as an instructor or evaluator of other aeronautically designated personnel during the flight.

J - SENSOR OPERATOR. Performs in-flight duties as a sonar, acoustic, or nonacoustic operator.

K - FLT TECHNICIAN. Performs in-flight duties of maintaining, troubleshooting, and repairing avionic systems.

L – LOADMASTER. Performs in-flight functions of maintaining loading, rigging, internal cargo handling, and weight and balance requirements.

M - STUDENT PILOT. That individual undergoing training as a student pilot and performing functions/collecting FPT or CPT.

N - MISSION SPECIALIST (Space Shuttle). The mission specialist working with the commanding pilot has overall responsibility for the coordination of shuttle operations in the areas of crew activity planning, consumables usage, and experiment and payload operations.

O – ORDNANCE. Performs in-flight duties as a flightcrew ordnanceman. Is knowledgeable of aircraft ordnance systems, weapons loading, emergency procedures, and flight equipment.

P - NFO. As a qualified naval flight officer crewmember, performs in-flight duties required to ensure mission accomplishment (e.g., ASW tactical coordinator, navigator, radar intercept officer, electronic warfare evaluator, electronics countermeasures officer, airborne communicator, etc.)

Q – COMMUNICATION. Performs in-flight duties as a flight communication operator. Is knowledgeable of aircraft avionic systems, emergency procedures, and flight equipment.

R – RADAR. Performs in-flight duties as a radar operator. Is knowledgeable of aircraft avionic systems, emergency procedures, and flight equipment.

S - ACFT CMDR and MSN CMDR. That individual designated as a qualified Aircraft Commander, serving as pilot in command of his aircraft and simultaneously, during a single flight, functioning as the Mission Commander of a group of aircraft performing a mission.

T - CREW UT. An air crewman assigned to crewmember flight status who has not achieved full designation in the syllabus to which assigned.

U - NONCREW UT. An enlisted aircrew candidate assigned to noncrewmember flight status for training.

V - LOCAL USE/OTHER. As the local activity desires for functions that do not fall into any identified special qualifications.

W – GUNNER. Performs in-flight functions as a gunner.

X - 2ND MECHANIC/ASSIST FLT ENGINEER. Performs in-flight functions assisting the crewchief/flight engineer in the performance of his/her duties. He/she may perform takeoffs and landings (no induced malfunctions) with an instructor pilot and instructor flight engineer onboard during minimum crew training flights.

Y - HELO UTILITY/AMCM. Performs in-flight operation of vertical replenishment or mine countermeasures equipment.

Z - MSN CMDR. A qualified naval aviator or naval flight officer designated by appropriate authority to exercise command over single aircraft or formation and responsible for all phases of the assigned mission except those aspects in safety of flight that relate to the physical control of the aircraft during flight.

F.3 SERVICE CODES

a. Pilot/Student/Pilot

USN/R Active Duty	1
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USNR Reserve Training	2
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USMC/R Active Duty 3

USMCR Reserve Training 4

b. Naval Flight Officer/Aeromedical Officer
Flight Surgeon

USN/R Active Duty 6

USNR Reserve Training 7

USMC/R Active Duty 8

USMCR Reserve Training 9

c. Other

USMC AO/Navigator 0

Other Services 5

Enlisted Marine M

Enlisted Navy N

F.5 APPROACH CODES

Note

The approach is actual if actual instrument conditions (as defined in the Glossary paragraph 1.3) are encountered below 1,000 feet above airport/flight deck elevation during the approach. The approach is simulated if flown in accordance with the criteria set forth in the Glossary paragraph 1.3 under simulated instrument conditions.

CATEGORY	ACTUAL INSTRUMENT (ACT)	SIMULATED INSTRUMENT (SIM)
Precision	1	A
Nonprecision	2	B
Auto	3	C
Auto (NVD)	4	—

F.4 LANDING CODES

TYPE	DAY	NIGHT
Ship Arrest/RAST	1	A
Ship Touch and Go	2	B
Ship Bolter/ RAST Free Deck	3	C
Ship Helicopter/Clear Deck	4	D
NFO	Y	Z
FCLP	5	E
Field/Field Touch and Go	6	F
Field Arrest	7	G
VSTOL Slow	8	H
VSTOL Vertical	9	J
VSTOL Vertical Roll	0	K
NVD Ship	—	N
NVD Field/Field T&G	—	P
NVD FDL P	—	Q

a. Precision

(1) ALS Automatic landing system (includes SPN-42/SPN-46 Mode I or IA).

(2) ILS Instrument landing system (includes SPN-42/SPN-46 Mode II).

(3) PAR Precision approach radar (includes SPN-42/SPN-46 Mode III).

b. Nonprecision

(1) VOR - VHF omni range.

(2) VOR/DME - VOR/distance measuring equipment.

(3) Tacan - UHF tactical air navigation aid.

(4) NDB (ADF) - Nondirectional beacon (automatic direction finder).

(5) L/MF range.

(6) Localizer.

(7) ASR - Airport surveillance radar (includes CCA when no glide path information is provided).

(8) ELVA (helicopter only) - Emergency low visibility approach. Controlled by ASAC utilizing ship-controlled radar.

(9) SCA - Self-contained approach controlled by operator using onboard radar.

(10) GPS - Global Positioning System

c. Auto

Coupled/automatic hover system approaches after official sunset or during actual instrument conditions in automatic or alternate modes will utilize 3. Simulated instrument conditions in automatic or alternate modes will utilize C.